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National Transportation Safety Board
PRELIMINARY REPORT
AVIATION
ETYBOR

NTSB ID: NYC07FA007	Most Critical Injury: Fatal
Occurrence Date: 10/14/2006	Investigated By: NTSB
Occurrence Type: Accident	ICAO Report Submitted:

Location/Time

Nearest City/Place	State	Zip Code	Local Time	Time Zone
Culpeper	VA	22701	1300	EDT

Aircraft Information

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Registration Number	Aircraft Manufactu	urer			Model/Series Numbe	r
N168EX	Extra Flugzeugl	bau			GMBH 300	
Type of Aircraft: Airplane			Homebuilt Aircraft? No			
Injury Summary:	Fatal	1	Serious	Minor		None

Sightseeing Flight: No Air Medical Transport Flight: No

Narrative

Brief narrative statement of facts, conditions and circumstances pertinent to the accident/incident:

On October 14, 2006, about 1300 eastern daylight time, an Extra Flugzeugbau GMBH 300, N168EX, was destroyed when it impacted terrain at Culpeper Regional Airport (CJR), Culpeper, Virginia. The certificated commercial pilot was fatally injured. Visual meteorological conditions prevailed, and the airplane was not operating on a flight plan. The local air show flight was being conducted under 14 CFR Part 91.

According to a Federal Aviation Administration (FAA) inspector who had been attending the show, the pilot had been performing aerobatic maneuvers for about 6-7 minutes along runway 04-22 when the accident occurred. At the time of the accident, the pilot was performing "multiple snap rolls on a 45-degree down line," and during the maneuver, the inspector heard the announcer state that the airplane was in "the fourth turn of a five turn demonstration." The inspector also noted the altitude of the airplane in reference to the ground and shouted "NO", as he "did not believe the aircraft could make another turn and clear the ground."

Another witness observed the airplane "descending rapidly straight towards the ground at a point approximately 1/3 of the way down runway 22." He estimated that it was "approximately 30-40 feet agl [when] the pilot attempted to pull out of the downward angle and regain level flight."

- A third witness noted that the pilot "was just about to finish her maneuver when she seemed to be accelerating towards the ground." He "only caught the last few seconds, [but] noticed that she snapped the wings level and contacted the ground (grass area east of runway 22) on all three wheels, a 3-point landing." The airplane "continued on the grass and it seemed that the right wing started to lift, then the aircraft started to tumble..."
- A fourth witness "[became] concerned that the airplane seemed to be very low when the rotations stopped. The airplane stopped rotation but was still descending and angled slightly towards the runway. There was a quick roll to the left and pitch up shortly followed by the left wing impacting the ground. I believe the airplane cartwheeled once before going out of sight as there is a ground depression on the other side of the runway."
- A review of video footage revealed that the airplane completed two left-turning rolls at an approximately 45-degree descent angle, but during a third roll, the trajectory changed toward a vertical descent. Following that, three additional left rolls were also completed in an approximately vertical-descent trajectory. After recovering from the last roll, the airplane stabilized in an estimated 45-degree nose-down, 20-degree left-wing-down attitude. The airplane continued to descend, and as a distant tree line came into the camera's view, the airplane's nose began rising, to where it was nose-level when the airplane impacted the ground. The airplane then disappeared into a depressed area behind the runway.

An examination of the accident site revealed a 950-foot wreckage path that began about 200 feet to

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Narrative (Continued)

the east of the runway, then continued along a general path of 240 degrees magnetic, and ended at the main wreckage, about 50 feet from the runway's edge. Initial ground scars along the wreckage path correlated to the airplane's three landing gear and the left wingtip.

All flight control surfaces were accounted for at the scene. Left wing remnants were found along the wreckage path, while most of the right wing came to rest next to the main fuselage.

The main fuselage was on its right side at the time of examination; however, witnesses reported that it had initially come to rest inverted and was rolled to rescue the pilot. The fuselage was charred in the cockpit area, and the only indicating gauge was the altimeter, which was set at zero feet.

Flight control continuity was confirmed from the cockpit to the rudder and elevator.

The propeller was shattered, and there was no evidence of mechanical engine failure. Video footage also revealed constant engine power throughout the accident sequence.

The airplane had been inspected by FAA personnel prior to the air show for currency of inspections and any visual defects, none of which were noted.

Weather, reported at an airport 20 nautical miles to the northeast, at 1253, included clear skies, visibility 10 statute miles, winds from 280 degrees true at 11, gusting to 16 knots, temperature 57 degrees F, dew point 25 degrees F.

The wreckage was subsequently moved to a storage facility in Clayton, Delaware.

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		Occurrence Type: Accident]						
Other A	ircraft Involved											
Registrati	on Number	Aircraft Manufacture	er					Model/Ser	es Num	nber		
Accider	nt Information											
Aircraft [Damage: Destroyed			Accio	lent C	Occurred Durin	ng: Ma	neuvering				
Property	Damage:											
Crew	N	ame				Certificate No.				Injury		
Pilot	On File				Or	n File		F	atal			
2												
3												
4												
5												
6												
Operat	or Information											
Name Nancy	A. Lynn		(Operator I	Desig	nator Code		Doing Busine	ess As			
Street Ac	ldress			Ci An							Zip Code 21401	
-Type of	Certificate(s) Held: Noi	ne		•							•	
Air Carr	er Operating Certificate	(s):										
Operatin	g Certificate:				0	perator Certif	icate:					
Regulation	on Flight Conducted Und	der: Part 91: Gener	ral Aviatior	n								
Type of F	light Operations Conduc	cted: Air Race/Show	I									
Flight F	Plan/Itinerary											
Type of	Flight Plan Filed: None								_			
Last De	eparture Point					State	Airport	Identifier				
Same as	Accident/Incident Lo	cation					CRJ					
Destina	tion					State	Airport	Identifier				
Local Fl	ght											
Weathe	er Information											
Investigator's Source:						lity ID: HEF		Observatio	n Time	(Local): 125	3	
Sky/Lowest Cloud Condition: Clear						Ft. /	AGL					
Lowest C	eiling: None		Ft	t. AGL	V	isibility:	10	SM	Altim	neter:	29.91	"Hg
		PRELIMINARY	INFORM	ATION -	SUE	ВЈЕСТ ТО С	CHANC	GE				Page 2

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Occurrence Date: 10/14/2006

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AVIATI ETY BO	IQN		Occ	urrence Ty	ype: Accident			
Weather Information	(0	Continued from page 2)						
Temperature: 14	4°C □	Dew Point:	-4 °C	Wind D	irection: 280			
Wind Speed: 11	Kts.	Gusts: 16 K	íts.	Weathe	er Conditions at Accident S	Site: Visual (Condit	ions
Administration Data								
Administration Data Notification From		•				Date		Local Time
						Date 10/14/2006	6	Local Time
Notification From	nator				Investigator-In-Charge (I	10/14/2006	6	Local Time